

ORIGINAL

Decision No. 14447

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the Matter of the Application of )  
 PACIFIC ELECTRIC RAILWAY COMPANY, a )  
 corporation, for authority to abandon :  
 and remove its tracks on West Colorado :  
 Street and Orange Grove Avenue Line, )Application No. 10690  
 Los Robles Avenue and Washington Street :  
 Line, and California Street Line in the :  
 City of Pasadena, California. )

BY THE COMMISSION:

O P I N I O N

Pacific Electric Railway Company, a corporation,  
 has petitioned the Railroad Commission for an order authorizing  
 the abandonment and removal of certain of its city line tracks  
 in the City of Pasadena.

Applicant alleges that the tracks, herein proposed  
 to be abandoned and removed, are tracks over which street  
 railway operation is no longer conducted and has not been  
 since the cessation of street car operation and the substitution  
 of motor coach service over various routes in the City of  
 Pasadena under the provisions of Pasadena Ordinance No. 2130  
 as adopted July 9, 1923, said ordinance having been adopted  
 subsequent to the approval by the Railroad Commission of a  
 plan of motor coach operation in substitution for street car  
 service, said approval being contained in the Commission's  
 Decision No. 12151 on Application No. 9045 as decided May 29,  
 1923; that the substituted motor coach service has been

satisfactory to the City of Pasadena and that it is the desire of such municipality that the rails and tracks be removed; that certain street improvements are contemplated by the said City of Pasadena on the routes herein and if tracks are not removed large expense will be incurred by applicant for maintenance, replacement and street work.

The lines proposed to be abandoned and upon which the rails and tracks are to be removed are those formerly operated as the West Colorado Street and Orange Grove Avenue Line; Los Robles Avenue and Washington Street Line, and California Street Line.

The City of Pasadena has consented to the abandonment and removal of the tracks as herein sought by the applicant, as evidenced by Ordinance No. 2285 of the Board of Directors of the City of Pasadena passed and approved on October 28, 1924, a certified copy of said ordinance having been filed herein as a portion of the application in this proceeding.

We are of the opinion that this is a matter in which a public hearing is not necessary; that the continued maintenance of the street car tracks is no longer necessary or required by the public, and that the application should be granted in accordance with the following form of order.

#### O R D E R

Pacific Electric Railway Company, a corporation, having applied for an order authorizing the abandonment and removal of certain street car tracks in the City of Pasadena, said tracks being no longer used by reason of motor coach service having been substituted for the railway service; the

permission of the Board of Directors of the City of Pasadena having been granted under appropriate ordinance; the Railroad Commission being now fully advised and of the opinion that this is a matter in which a public hearing is not necessary and that the application should be granted.

IT IS HEREBY ORDERED that applicant, Pacific Electric Railway Company, a corporation, be and the same hereby is authorized to abandon and remove all its tracks and appurtenances thereto which are now located upon the following described streets in the City of Pasadena.

1. That certain single track street railway on West Colorado Street and Orange Grove Avenue commencing at a point in the center of West Colorado Street 125 feet west of the west line of Vernon Avenue, thence westerly along Colorado Street 1191 feet, thence northwesterly along a curve concave northeasterly 160 feet to a point in the center of Orange Grove Avenue; thence along Orange Grove Avenue 527 feet to end of said single track.

Also that certain double track railway on Orange Grove Avenue, commencing at end of single track railway, above described, and running thence northwesterly along Orange Grove Avenue 306 feet to end of said double track.

Also that certain single track railway on Orange Grove Avenue, commencing at end of double track railway, above described, and running thence northwesterly, northeasterly and easterly along Orange Grove Avenue 7765 feet to end of said single track.

Also that single track curve connection, concave northwesterly, commencing at the end of last above described single track railway on Orange Grove Avenue and running thence northeasterly 138 feet to the center line of Los Robles Avenue.

Also that certain single track curve connection, concave southwesterly, commencing at the end of the last above described single track

railway on Orange Grove Avenue and running thence southeasterly 139 feet to the center line of Los Robles Avenue;

All the foregoing as more definitely shown in purple color on a blue print map marked C.E.H. 8172 and as filed with the application herein.

II. That certain single track railway on Los Robles Avenue and Washington Street, commencing at a point in the center of Los Robles Avenue, distant 73.97 feet south of the center line of Washington Street, thence along a curve concave southeasterly 119.04 feet to a point 5.75 feet north of the center line of Washington Street and 73.97 feet east of the center line of Los Robles Avenue, thence easterly along Washington Street 2737.49 feet to a point 26 feet westerly of the center line of Lake Avenue.

Also that certain siding on Washington Street, beginning at a point 94.87 feet easterly of the center line of Los Robles Avenue, thence easterly along Washington Street 300 feet to end of siding;

All the foregoing as more definitely shown in purple color on a blue print map marked C.E.H. 8331 and as filed with the application herein.

III. That certain double track railway on California Street, commencing at the switch points on California Street, a short distance east of Fair Oaks Avenue; thence westerly along California Street, a distance of 3668 feet, more or less, to the switch point at the end of said double track; also that certain single track commencing at last mentioned switch point and running westerly along California Street, a distance of 1109 feet, more or less, to the end of said track.

All the foregoing as more definitely shown in purple color on a blue-print map marked C.E.H. 7764-b and as filed with the application herein.

8/12 Dated at San Francisco, California, this  
day of January, 1925.

C. Leary  
W. B. ...  
Egerton Shore

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COMMISSIONERS